

the towers are offset inwardly to top ends thereof. The boom arms are connected to the top ends of the towers, extend forwardly, and are offset outwardly to a mid-location of the boom arms wherein the boom arms then extend forwardly to be connected to the bucket. ~~Hydraulic cylinders connect the boom arms to the towers between mid-locations of the towers and mid-locations of the boom arms. A fuel tank overlies a driver-facing surface of the engine compartment and towers and includes gaps in the fuel tank to allow visibility of the front axle and ground beneath the utility vehicle. The hood is sharply declined from the fuel tank toward the bucket such that the operator can view a top edge of the bucket, when the bucket is in its lowered position.~~

In The Claims

Please amend the claims as indicated below:

1. (Previously Amended) A utility vehicle comprising:
 - a chassis supported on wheels;
 - a loader bucket;
 - a pair of towers supported on said chassis and extending substantially vertically;
 - a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket;
 - and
 - said towers providing substantially vertical load paths therethrough between the boom arms and the chassis, said towers shaped to provide a laterally displaced load path through a portion of each of said substantially vertical load paths

changing said substantially vertical load paths from closer together at tops of said towers to further apart at bottoms of said towers, a clearance distance between said towers being greater at bottoms of said towers than at tops of said towers.

2. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to have outside edges that are further apart at a bottom thereof and closer at a top thereof;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket;
and

a fuel tank mounted onto a rearward facing surface of said towers and having a lateral outside contour that matches said towers.

3. (Currently Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to have outside edges that are further apart at a bottom thereof and closer at a top thereof;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket;
and

an engine compartment supported on said chassis behind said loader bucket, ~~and~~ a fuel tank, and a hood covering at least a top of said engine compartment, wherein said towers are laterally spaced from said hood forming two spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.

4. (Previously Amended) The utility vehicle according to claim 3, wherein said hood has a top surface that declines from an end closest to the fuel tank to an opposite end closest to the loader bucket, said top surface allowing an operator to view a top edge of said bucket when said bucket and wheels are set on level ground.

5. (Previously Amended) The utility vehicle according to claim 1, wherein said towers extend from base ends of said towers toward distal ends of said towers substantially in parallel and have angled portions that are angled obliquely toward each other at a position on each tower substantially midway between said base end and said distal end of each tower.

6. (Previously Amended) A utility vehicle comprising:
a chassis supported on wheels;
a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket; and

said towers providing substantially vertical load paths therethrough between the boom arms and the chassis, said towers shaped to provide a laterally displaced load path through a portion of each of said substantially vertical load paths changing said substantially vertical load paths from closer together at tops of said towers to further apart at bottoms of said towers;

wherein said boom arms extend from said distal ends of said boom arms toward said base ends of said boom arms substantially in parallel and are offset toward each other at a position on each boom arm substantially midway between said base end and said distal end of each boom arm.

7. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket; and

said towers providing substantially vertical load paths therethrough between the boom arms and the chassis, said towers shaped to provide a laterally displaced load path through a portion of each of said substantially vertical load paths changing said substantially vertical load paths from closer together at tops of said towers to further apart at bottoms of said towers;

wherein said boom arms are closer together at said base ends thereof than at said distal ends thereof.

8. (Currently Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms extending in parallel from said loader bucket rearward and at a substantially midway position being angled inwardly toward each other continuously from said midway position to said base ends.

9. (Currently Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms extending in parallel from said loader bucket rearward and at a substantially midway position being angled inwardly toward each other to said base ends;

~~The utility vehicle according to claim 8,~~ wherein said towers are shaped to be further apart at a bottom thereof and closer together at a top thereof.

10. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms extending in parallel from said loader bucket rearward and at a substantially midway position being offset inwardly toward each other to said base ends; and

a fuel tank mounted onto a rearward facing surface of said towers and having a matching outside lateral contour as said towers.

11. (Previously Amended) A utility vehicle comprising:

- a chassis supported on wheels;
- a loader bucket;
- a pair of towers supported on said chassis and extending substantially vertically, said towers are shaped to be further apart at a bottom thereof and closer together at a top thereof;
- a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms extending in parallel from said loader bucket rearward and at a substantially midway position being offset inwardly toward each other to said base ends;
- and
- an engine compartment supported on said chassis behind said loader bucket, a fuel tank, and a hood covering at least a top of said engine compartment, wherein said towers are spaced from said hood forming two spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.

12. (Previously Amended) The utility vehicle according to claim 11, wherein said hood has a top surface that declines from an end closest to the fuel tank to an opposite end closest to the loader bucket, said declined top surface allowing an operator to view a top edge of said bucket when said bucket and said wheels are set on level ground.

13. (Previously Amended) The utility vehicle according to claim 12, wherein said towers extend from base ends of said towers toward distal ends of said towers substantially in parallel and are offset toward each other at a position on each tower substantially midway between said base end and said distal end of each tower.

14. (Previously Amended) A utility vehicle comprising:
a chassis supported on wheels;
a loader bucket;
a pair of towers supported on said chassis and extending substantially vertically;
a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms extending in parallel from said loader bucket rearward and at a substantially midway position being offset inwardly toward each other to said base ends;
and

wherein said towers extend from base ends of said towers toward distal ends of said towers substantially in parallel and are offset toward each other at a position on each tower substantially midway between said base end and said distal end of each tower.

15. (Previously Amended) A utility vehicle comprising:
a chassis supported on wheels;
a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers having angled tower portions extending obliquely toward each other, said towers shaped to be further apart at a bottom thereof and closer at a top thereof; and

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms having angled boom arm portions extending obliquely toward each other in a rearward direction, said boom arms shaped to be closer together at said base ends than at said distal ends.

16. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to be further apart at a bottom thereof and closer at a top thereof;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms closer together at said base ends than at said distal ends; and

a fuel tank mounted onto a rear surface of said towers and having an outside lateral contour that matches said towers.

17. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to be further apart at a bottom thereof and closer at a top thereof;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms closer together at said base ends than at said distal ends; and

an engine compartment supported on said chassis behind said loader bucket and a fuel tank, and a hood covering at least a top of said engine compartment, wherein said towers are spaced from said hood forming two spaces on opposite lateral sides of said hood, and said fuel tank includes two gaps which coincide with the two spaces between said towers and said hood.

18. (Previously Amended) The utility vehicle according to claim 17, wherein said hood has a top surface that declines from an end closest to the fuel tank to an opposite end closest to the loader bucket, said declined top surface allowing an operator to view a top edge of said bucket when said bucket and said wheels are set on level ground.

19. (Previously Amended) A utility vehicle comprising:

a chassis supported on wheels;

a loader bucket;

a pair of towers supported on said chassis and extending substantially vertically, said towers shaped to be further apart at a bottom thereof and closer at a top thereof;

a pair of boom arms pivotally connected at base ends thereof to tops of said towers, respectively, and connected at distal ends thereof to said loader bucket, said boom arms closer together at said base ends than at said distal ends; and

wherein said towers extend from base ends thereof toward distal ends thereof, substantially in parallel and are offset toward each other at a position on each tower substantially midway between said base end and said distal end of each tower.

20. (Previously Amended) The utility vehicle according to claim 19, wherein said boom arms extend from said distal ends of said boom arms toward said base ends of said boom arms substantially in parallel and are angled toward each other at a position on each boom arm substantially midway between said distal end and said base end of each boom arm.